

2 Public Realm Framework



- Goals
- Concept
- Civic Plaza Design
- Focus Area Plans
- Street Character Framework
- Streetscape Design
- Public Art

Introduction

The Public Realm Framework is based on the principals of *A Community-Based Plan for the Columbia Heights Metro Station Area* completed in 1997.

The Framework has been developed through an intensive engagement process with community residents organizations, agency and the design team. Out of a set of clearly defined goals and objectives, a concept was developed to guide the design of the 'public realm'. Particular attention was given to the civic plaza, which is viewed as the center of neighborhood 'public realm' improvements. The concept translates key design opportunities into focused design area plans for the community.

Goals

- 1 **Strengthen Community Identity**
- 2 **Celebrate Diversity**
- 3 **Create a Lively Experience**
- 4 **Make it Easy to Walk**
- 5 **Make Transit Convenient**
- 6 **Make it Safe**

Objectives

1. **Strengthen Community Identity**
 - Establish a **clear definition** of the public realm.
 - Create a **civic/cultural heart** at a new public plaza and a **commercial heart** at the new Metro Station entrances.
 - Place priority on development of **community-oriented commercial uses**.
 - The **architectural character and scale of new development** should be compatible with existing character and density.
 - Develop high quality private improvements, with **good life-cycle cost characteristics**.
2. **Celebrate Diversity**
 - Create/perpetuate a special **design identity** for Columbia Heights - based upon its multi-cultural/multi-ethnic quality.
 - Enhance existing **cultural and educational uses**.
3. **Create a Lively Experience**
 - Encourage **retail uses at the ground level** in the civic/commercial heart, with generous transparency of facades.
 - **Commercial building facades** should align with the public R.O.W., while allowing generous sidewalks in the civic and commercial heart.
4. **Make it Easy to Walk**
 - Balance **access and safety requirements** for all transportation modes.
 - Create a clear **hierarchy of public streets**.
 - Establish **pedestrian priority** within the civic/cultural and commercial heart of Columbia Heights.
 - Create **nodes and linkages of public activity** along 14th Street, with generous sidewalks and high quality streetscape improvements.
5. **Make Transit Convenient**
 - Improve access to **mass transportation** throughout the neighborhood.
 - Establish high quality **transit-oriented development**.
 - Encourage **mixed-use development**, especially along the 14th Street corridor.
6. **Make the Community Safe**
 - Balance **access and safety requirements** for all transportation modes.
 - Improve **vehicular circulation and access** throughout the neighborhood.
 - Optimize **on-street parking** on all public streets.
 - Encourage development of **off-street parking**, located below grade or behind retail frontages. Optimize time-share parking concepts.

Public Realm Framework: Concept

The Public Realm Framework Concept illustrates the urban design strategy for Columbia Heights. It focuses on the 'core area' of the community – the Civic/Cultural and Commercial Heart" of the revitalized Columbia Heights – extending along the central 14th Street commercial corridor, from Columbia Road to Monroe Street. It centers on the creation of a new Civic Plaza, at the intersection of Park Road, Kenyon Street and 14th Street, immediately south of the renovated Tivoli Theatre. The design strategies in the Framework connect the Civic Plaza with Metro Station plazas and the adjacent development.

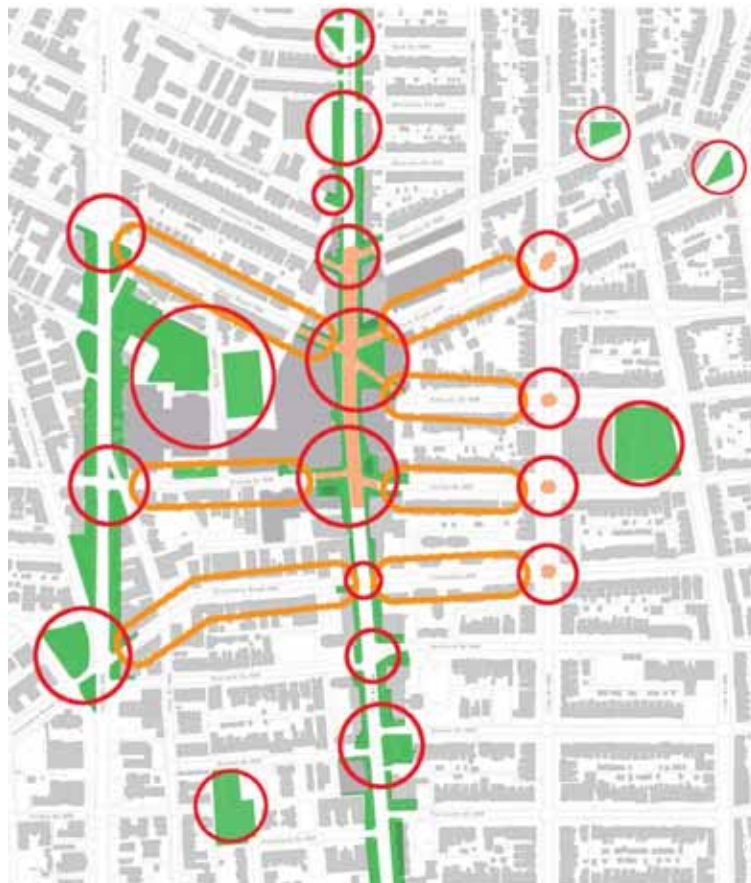
The design strategies were created to capture the community identity of Columbia Heights. The design of the 'core area' establishes a palette which can be replicated in symbolic ways at several key intersections in the neighborhood. These form gateways into the community which are connected through their design to the 'core area'.

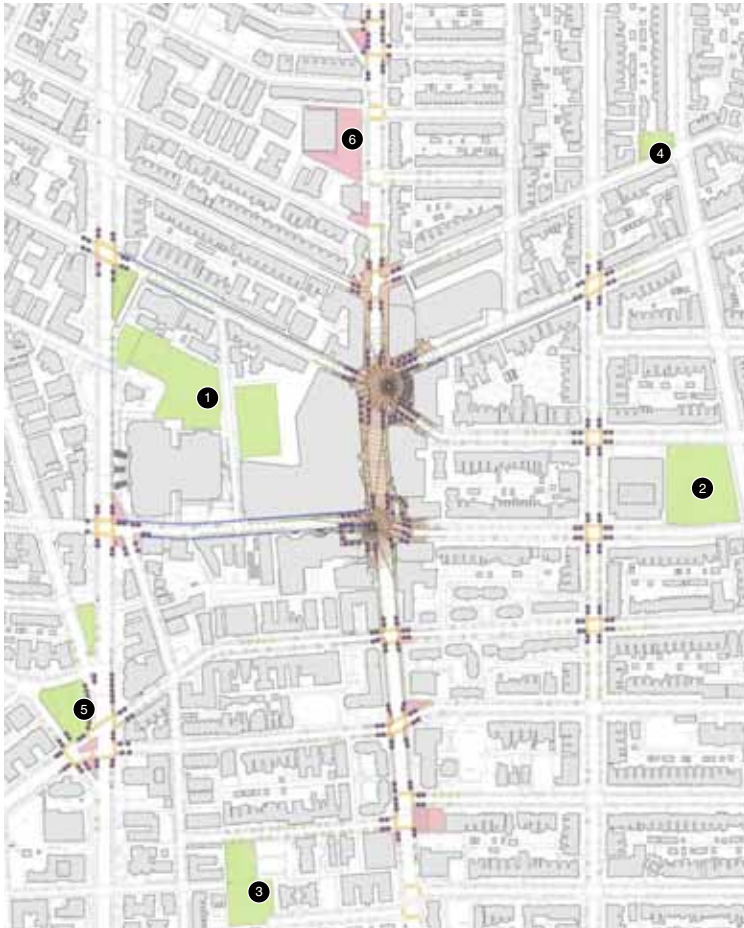


Key Design Opportunities

Key design opportunities are identified throughout the community. These locations offer opportunities for physical improvements which will unify the public realm. They include a sequence of intersections along 14th Street; key gateway entrances along 16th Street and 13th Street; and public and institutional open space, adjacent to schools and smaller scaled park spaces in Columbia Heights.

-  New Development
-  Opportunity Sites
-  Key Links
-  Enhanced Intersections
-  Enhanced Streetscape / Landscape



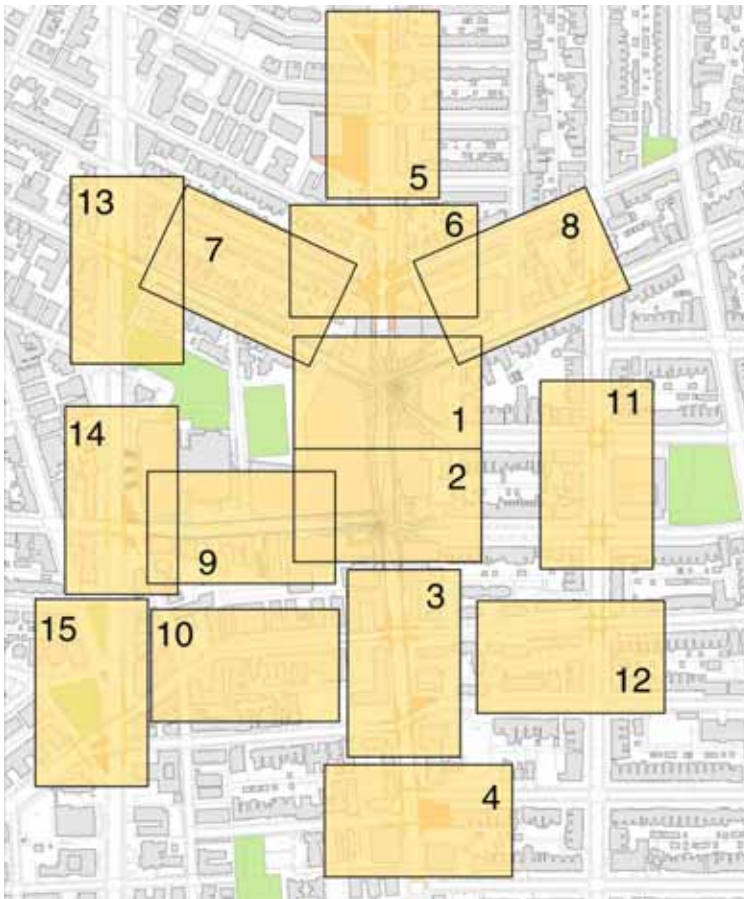


Public Open Space

The improvement of linkages to several public school sites, recreational spaces and public open spaces in Columbia Heights is explored in the framework.

Enhancement of these spaces, although not fully addressed in this framework, represent additional opportunities for revitalization and development necessary to enrich the community's entire public domain.

- 1 Bell Multicultural SHS / Lincoln Middle School
- 2 Tubman Elementary School
- 3 Girard Street Playground
- 4 Monroe Street Playground
- 5 16th Street and Columbia Road Park
- 6 Giant Site - Future Community Asset



Focus Area Design Plans

Design plans were developed for each of the key design opportunities. There are organized into 15 focus areas identified on the plan to the left. Each design plan complements the 'core area' of the Plan and illustrates prototypical public street right-of-way designs for the range of street types classified in the Neighborhood Assessment section of this document.

The design plans are presented in a sequence starting in the 'core area' along 14th Street, and extending through 16th Street, to the 'Secondary Mixed-Use Streets', 13th Street, and to the different scales of 'Residential Streets'.

Focus Areas #1 & #2

Special Design Opportunities

1a Civic Plaza

2a Metro Station Plazas

- Design descriptions - see text.

R.O.W. Improvements

C1 14th Street NW

- Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Design Concept

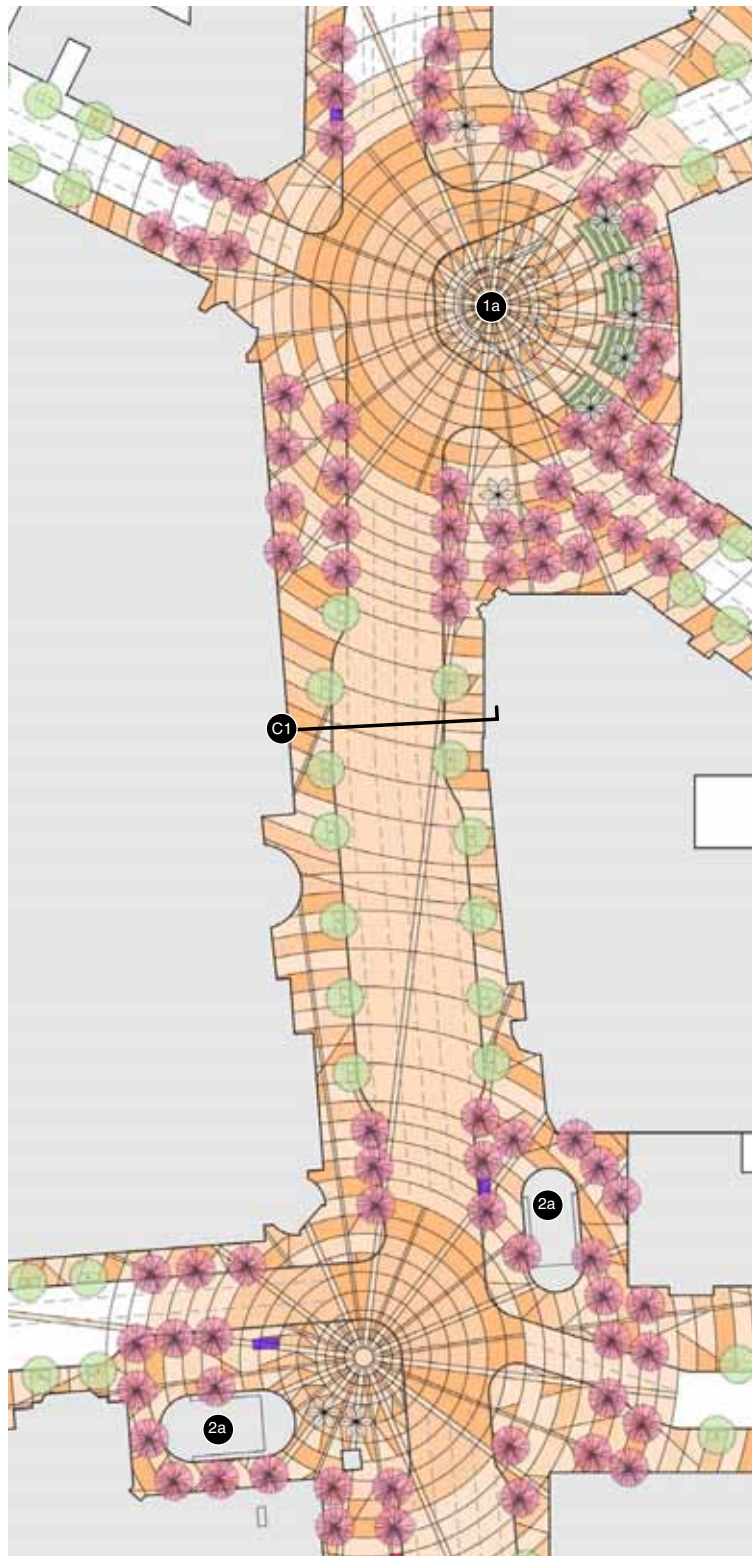
An initial list of key design ideas:

Civic Plaza

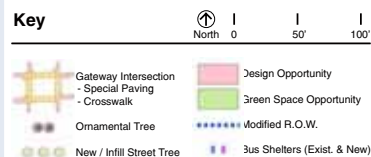
- One big 'square'
- Strong definition of gateway threshold
- Unique paving scheme
- Progression along 14th Street to 'square'
- Special landscape elements at perimeter of square
- Special architectural elements
- Special element feature at center
 - space can be occupied, open to all sides
 - operates as focus in various modes of street operation
 - operate as frame and focus of triangle space
- Majority in hardscape
- Special areas of softscape along edges and at select places within plaza
- Ground plane modulated to reinforce orientation to center
- Unique streetscape furnishings
- Unique trees
- Ground plane modulation to include seat walls
- Lighting to address various scales / uses and arranged to reinforce basic plan concept
- Potential to accommodate mix of activities at focus center
- Special, moveable chairs

Metro Plazas

- Functions more as transition space rather than civic gathering space
- Increased landscape to soften entrances



The Civic and Metro Plazas



The Design of the Civic Plaza and Metro Plazas

The Plaza is located in the triangular shaped parcel at the intersection of Kenyon St., Park Road, and 14th Street. It is approximately 12,000 square feet in area. The design theme is based upon a 'kaleidoscope' which symbolizes and embodies the rich diversity of the community.

- The Plaza is organized around a strong geometric paving pattern, derived from overlaying a kaleidoscopic image upon a radial-concentric design which emanates from the center.
- The paving extends across the intersection, unifying the entire open space and new buildings, to create the sense of a much larger and cohesive public space. Thus, the plaza can comprise the small triangular park; or include the sidewalks across Kenyon St. and Park Road; or become the entire space encompassed in the pattern. Occasionally, streets may be closed and the entire space may be used to host community events. The triangular plaza can support 800 - 1000 people, while the entire, expanded plaza space can support up to 3,000 people for special community events.
- The Plaza is predominantly 'hardscaped' and is designed to be flexible enough to accommodate a wide range of uses.
- A special circle, thirty feet in diameter is located at the center of the Plaza. Here, the Plaza forms a shallow bowl and is depressed approximately 12 inches and surrounded by seat walls on three sides. Located within this circle is the primary feature of the Plaza – a public, interactive fountain with informally placed jets of water that may be programmed in a syncopated rhythm. The fountain symbolizes the spontaneity and vitality of the Columbia Heights neighborhood. It is also designed to have several 'phases of intensity', which facilitate diverse uses of the Plaza.
- The 'hardscape' is softened by the use of a terraced lawn -- a series of grassy steps which also provide an opportunity for seating and relaxation. The steps are five feet wide, terrace upwards away from the plaza center in low steps, and are framed in low concrete walls. The back wall of the last step is 20 inches high, creating a low seat wall adjacent to 20'-25' wide promenade. This promenade fronts the Triangle II project, and the seat wall helps make it very suitable for outdoor cafe spaces.
- The entire edge of the Plaza is defined by planted rings of flowering ornamental trees which surround the east side of the lawn, and extend across Park Road, Kenyon Street and 14th Street. The trees are planted at 25' intervals.
- The edge of the Plaza is further defined by a ring of large-scale sculptural 'flowers', which provide shade canopies and ornamental lighting within the area of the lawn, and serve as formal 'signature' elements. The flowers are designed in the form of day lilies and constructed of metal 'stems' with 'petals' constructed of a tensile fabric over light-weight metal frames. The flowers are approximately 25 feet high, with a canopy width of approximately 20 feet. Five of the flowers form a ring around the lawn. The ring also extends across Park Road and Kenyon Street, where single flowers are located to mark those portions of the extended Plaza.
- The radial-concentric pattern extends down 14th Street to connect with the Metro Station entry plazas. A radial element from the Civic Plaza connects to a smaller second 'center' of the pattern at the Metro entries. The 14th St. / Irving St. intersection is also ringed with ornamental flowering trees to mark the gateway into the 'core area' from Metro-rail. Additional 'flower' elements also are placed at the Metro plazas to strengthen the relationship with the Civic Plaza.

The unique paving pattern, together with the 'flowers' and ornamental trees, are intended to establish and reinforce a special civic place and community identity for Columbia Heights.

The Civic Plaza, 'core area' and Metro Plazas have been designed to accommodate public art installations. A plan for public art is included at the end of this section. It highlights several concepts and proposals that can be integrated into the public realm.



The Civic Plaza
Aerial view from the northwest



The Metro Station Plazas
Aerial view from the southeast



The stepped lawn will provide an opportunity to watch neighborhood activity



A flowering, ornamental tree will be used to ring the Civic Plaza



The interactive fountain will provide a dynamic place for children to play as well as relief from summertime heat



The sculptural 'flowers' will provide shade canopies and ornamental lighting for the plaza

Potential Layout of Farmers' Market (stalls are shown in yellow)

The streetscape design for Columbia Heights is derived from the qualities of the 'core area'. Streetscape elements include the three different scales of the standard DC ornamental street light poles, to be extended typically throughout the neighborhood, but placed at slightly more dense spacing in the 'core area' to emphasize its importance. The typical spacing throughout the District and along 14th Street is at 60 foot intervals; the spacing within the core area, from Irving to Monroe Streets is proposed to be 40 foot.

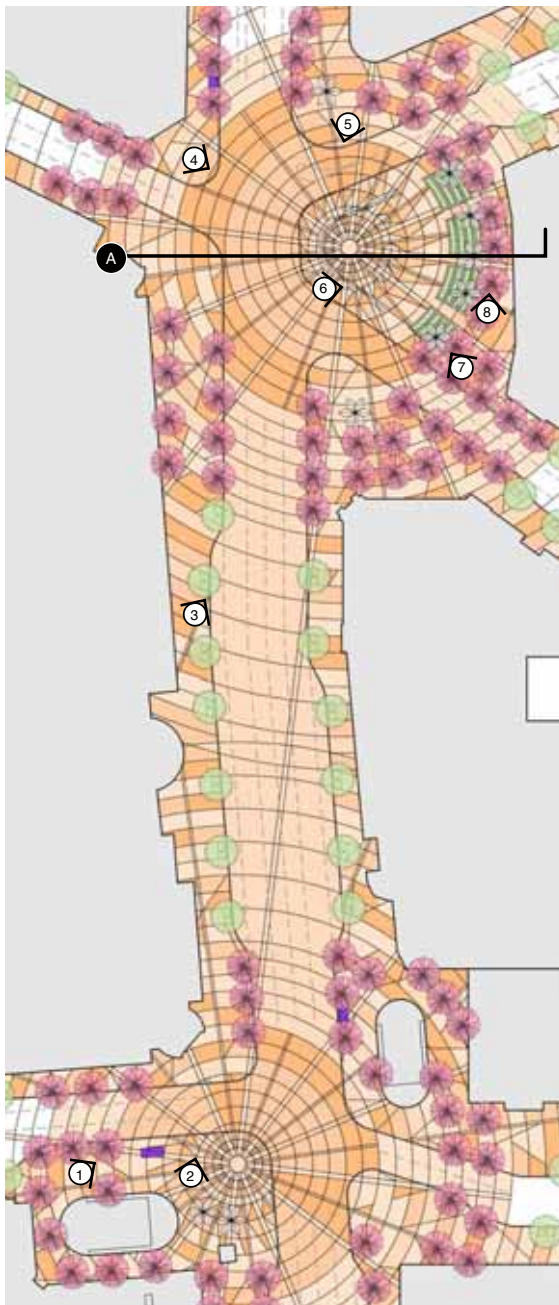
Within the 'core area', the sidewalks are proposed to be at least 16 feet in width, in order to provide space for a generous pedestrian zone, and for a planting zone along the street edge for street trees, ornamental street lights, and occasional benches, planters and bus shelters. Bench seating is selected from the DC standards. Bus Shelters are proposed to be custom-designed in the Core, but DC standard outside the Core.



ZIMMER-GUNSUL-FRASCA PARTNERSHIP



Section A - through the Plaza



Key Plan



1



2



3



4



5



6



7



8

Views of 14th Street and the Plazas

14th Street Right-of-Way Design

Within the 'core area', 14th street should be reconfigured to establish balanced access for all modes to and around the Metro Station entrances and to support traffic patterns which complement the neighborhood's commercial core. The reconfiguration of travel lanes will also provide a gradual transition from four travel lanes south of Irving Street to the existing two travel lanes north of the Monroe Street.

14th Street, between Irving Street and the Park/Kenyon intersection, should accommodate two 11 foot wide travel lanes in the center, two 14 foot wide combined travel-bike lanes at the outside, and on-street parking lanes along both sides of the street. This allows the connection of bike lanes to the Metro Plazas and on-street parking which reinforces the commercial uses along the street and enhances the pedestrian environment. Sidewalks must be a minimum 16 feet wide in the 'core area' to accommodate a relatively generous through-pedestrian zone and a furnishing zone along the curb. Door swings, cafe tables, and all utilities, should be held back from the 16 foot dimension. Where possible, a 20 foot wide sidewalk is recommended which would allow a four foot zone adjacent to the building to be used by the businesses to "enliven" their storefronts with tables or displays. Setbacks of adjacent properties may be required to provide the desired sidewalk widths. Appendix B illustrates the recommended setbacks for Parcel 27, the property west of 14th Street NW between Park Road NW and Irving Street NW.

Each of the intersections along 14th Street, from Monroe Street to Girard Street, should be reconfigured with generous curb extensions to enhance pedestrian safety and strengthen the public realm. The Transportation Study includes additional recommendations for improving pedestrian safety such as modifications to traffic signalization.

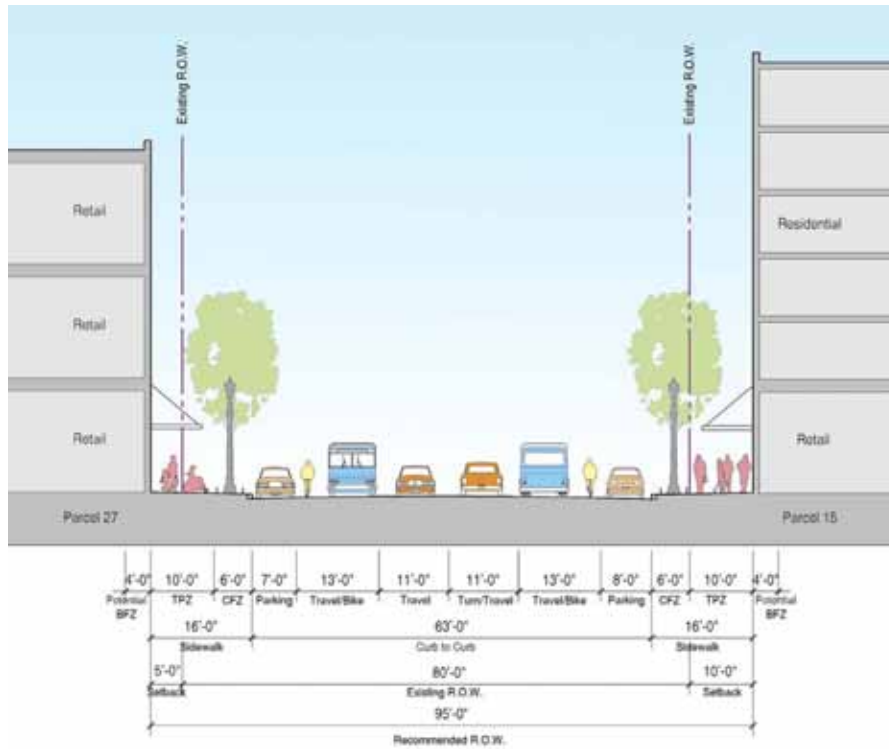
- The Monroe Street / 14th Street intersection should be reconfigured to provide better and safer access along Monroe across 14th Street.
- 14th Street from Monroe Street to Park Road should include two travel lanes, two dedicated bike lanes, and on-street parking lanes on both sides of the street. South-bound at Park Road, the parking lane converts to a dedicated right-turn lane.
- The Kenyon Street / Park Road / 14th Street intersection should be reconfigured to improve pedestrian safety. West-bound traffic at the Park Road / 14th Street intersection will permit a right-turn only northbound onto 14th Street. Kenyon Street will be reduced to two travel lanes at 14th Street.
- North-bound travel on 14th Street at the Park Road / Kenyon Street intersection will have a dedicated left-turn lane and one through travel lane which extends north to Monroe.
- The Irving Street / 14th Street intersection is also improved by narrowing the roadbed to provide a south-bound left turn lane and one through travel lane.



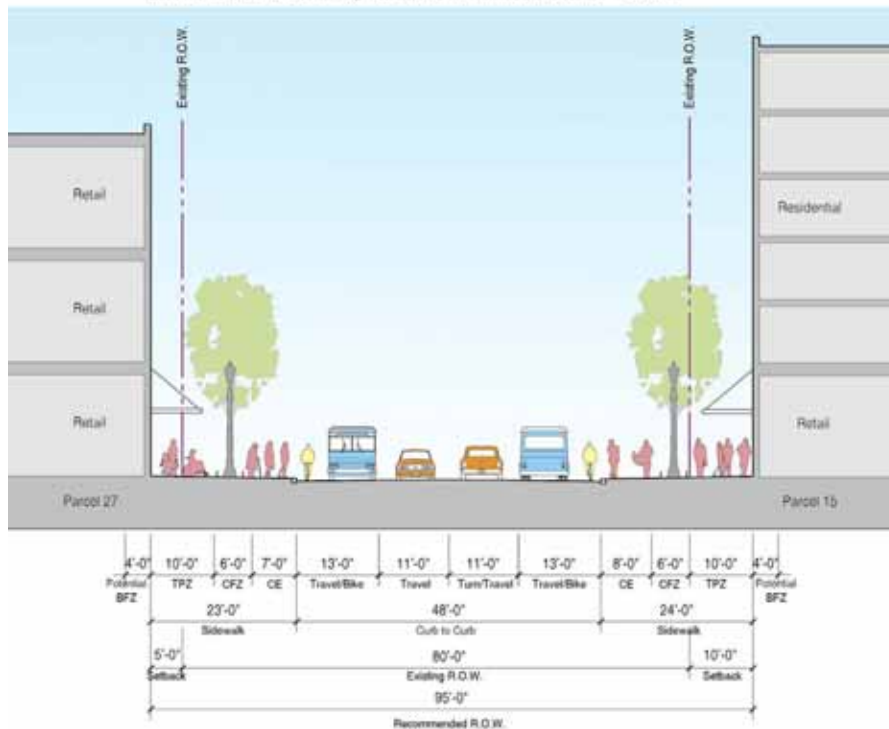
Plan

The curb areas shown in red illustrate recommended curb extensions

Scale: 1" = 150'



SECTION AT MIDBLOCK
2 Travel / 2 Travel-Bike / 2 Pkg / 16' Sidewalks Minimum / 5' & 10' Setback



SECTION AT CURB EXTENSION
2 Travel / 2 Travel-Bike / 7' & 8' Curb Extension / 16' Sidewalks Minimum / 5' & 10' Setbacks
Sidewalk Info: BFZ = Building Frontage Zone / TPZ = Through Pedestrian Zone / CFZ = Curb & Furnishing Zone / CE = Curb Extension
Note: No building elements, such as columns, standpipes, seating, door swings, etc. are allowed in the TPZ.

14th Street NW - Typical Street Sections
Core Area between Irving Street NW and Park Road NW illustrated
At Midblock (above) and at Curb Extension (below)

Scale: 1" = 20'

Focus Area #3

Gateway Improvements

- 3a 14th Street and Columbia Road,
- 3b 14th Street and Harvard Street
 - Provide curb extensions with special paving
 - Define crosswalks with special pavement or marking
 - Provide ornamental trees at intersections
 - Add public art, lighting, trash receptacles and benches at curb extensions.

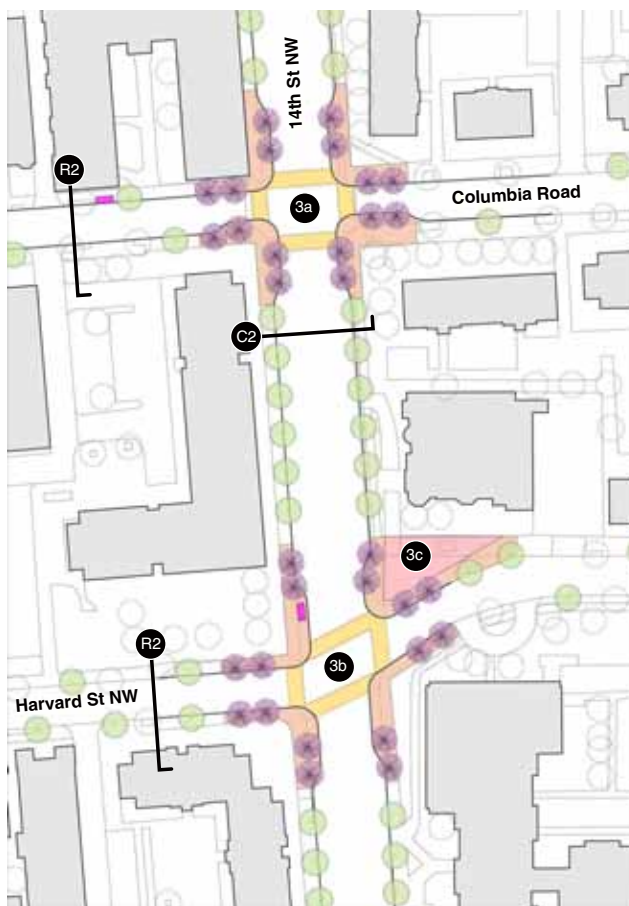
R.O.W. Improvements

- C2 14th Street,
- R2 Columbia Road, Harvard Street

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

- 3c Urban League
 - Improve parcel frontage and streetscape in coordination with gateway development.



Focus Area #4

Gateway Improvements

- 4a 14th Street and Girard Street
 - Provide curb extensions with special paving
 - Define crosswalks with special pavement or marking
 - Provide ornamental trees at intersections
 - Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

- C2 14th Street,
- R2 Girard Street

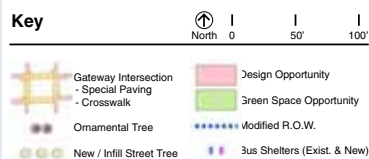
Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

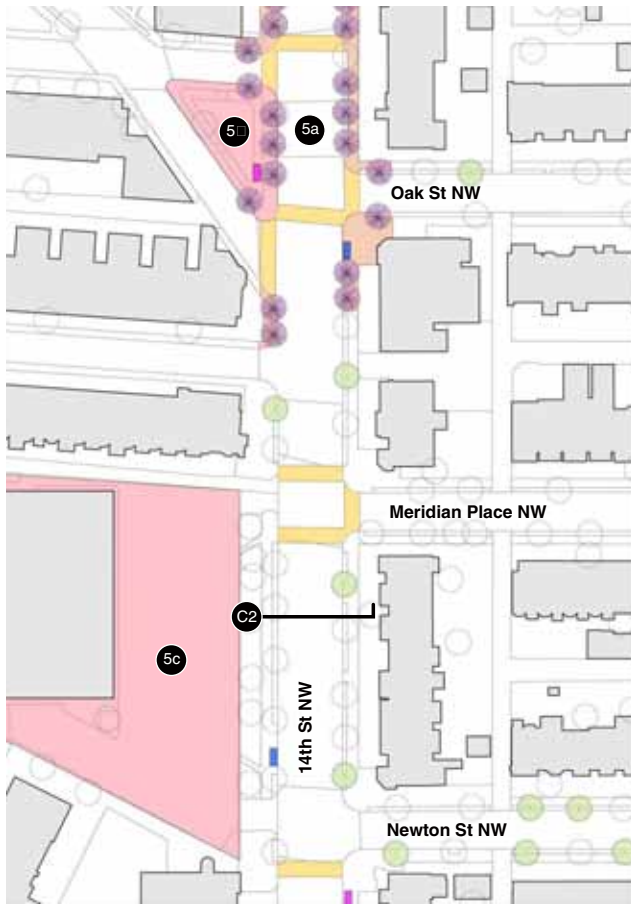
Special Design Opportunities

- 4i Park & Basketball Court
 - Repair game tables, lighting, walls and paving surfaces
 - Improve landscape
 - Incorporate public art
 - Coordinate improvements with C.I.P.



Key





Focus Area #5

Gateway Improvements

5a 14th Street and Oak Street

- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

C2 14th Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

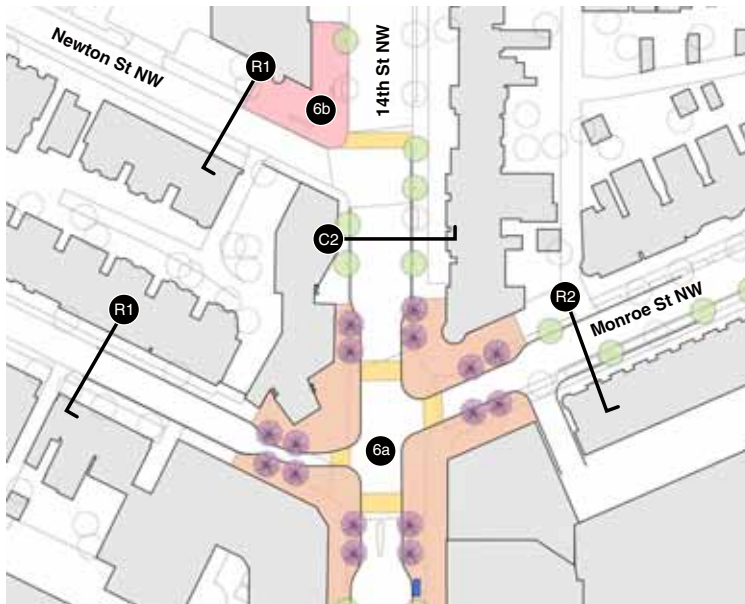
Special Design Opportunities

5c Park at Oak Street

- Improve landscaping, lighting, seating, furnishings and pavement.
- Incorporate public art.

5c Existing Giant Parcel

- Redevelop existing site to provide community resource following the opening of new Giant Store on Park Road.



Focus Area #6

Gateway Improvements

6a 14th Street and Monroe Street

- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

C2 14th Street NW,

R1 Monroe St., Newton St. (west of 14th St),

R2 Monroe St. (east of 14th St.)

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

6b Fire Station Plaza

- Improve landscaping, lighting, seating, furnishings and pavement
- Incorporate public art.

Focus Area #7

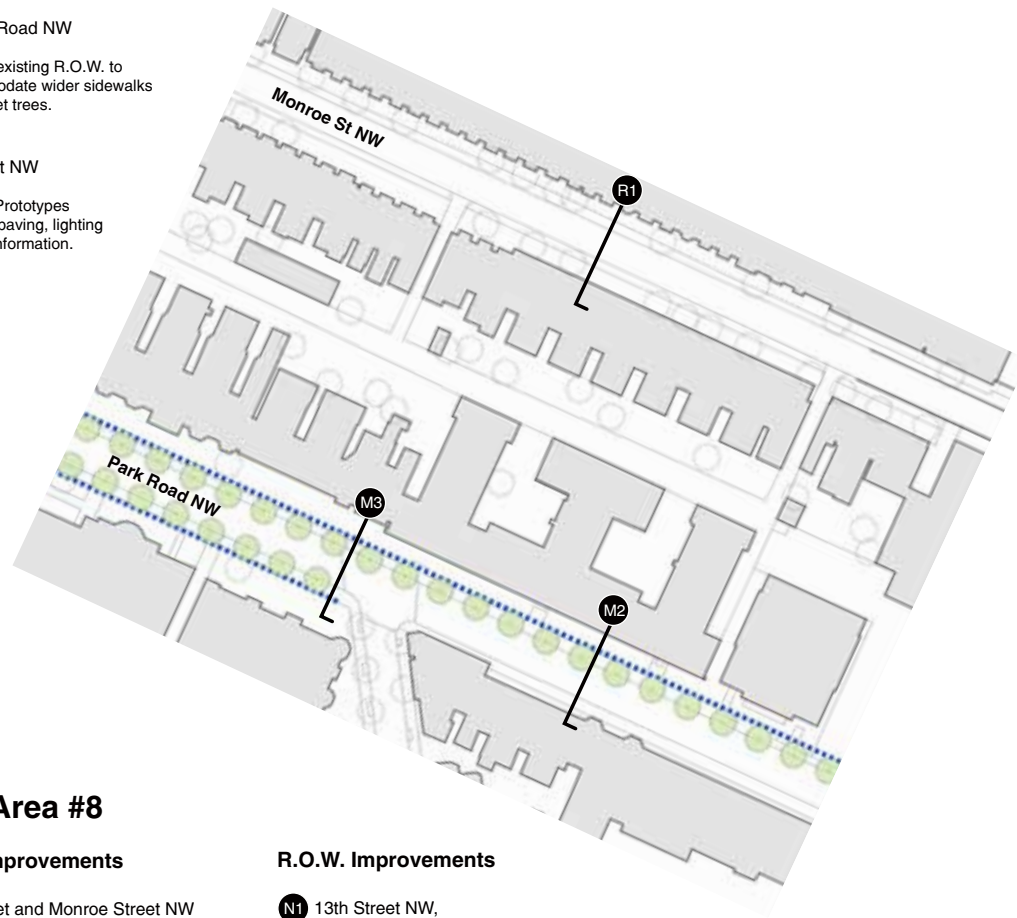
R.O.W. Improvements

M2 M3 Park Road NW

- Expand existing R.O.W. to accommodate wider sidewalks and street trees.

R1 Monroe St NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.



Focus Area #8

Gateway Improvements

8a 13th Street and Monroe Street NW

- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

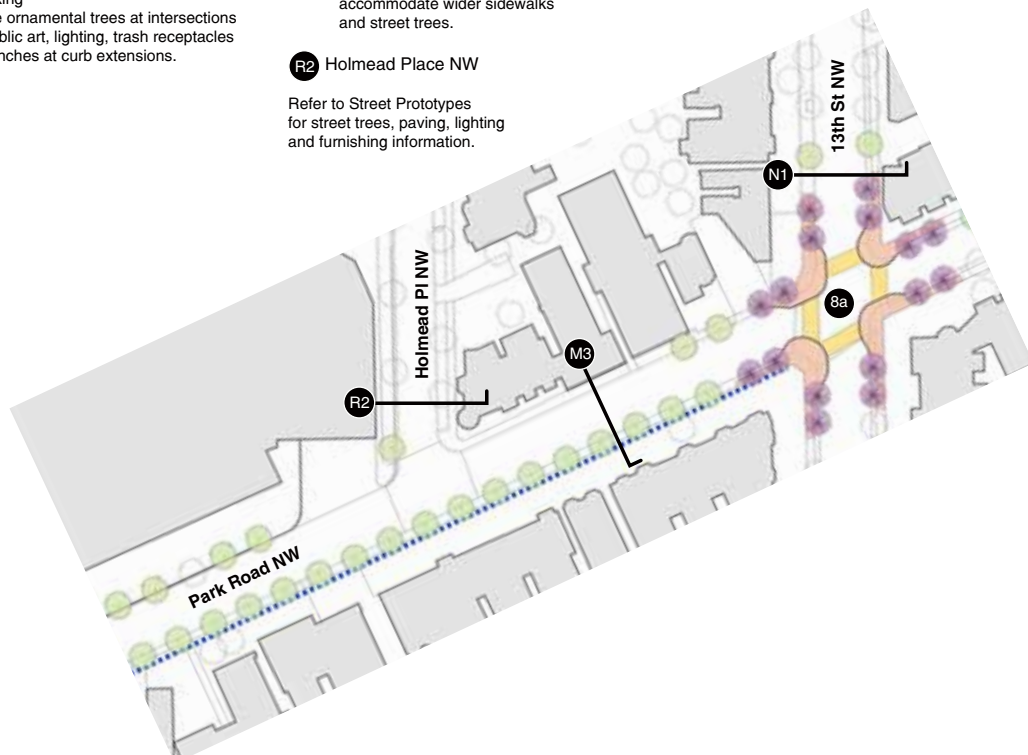
R.O.W. Improvements

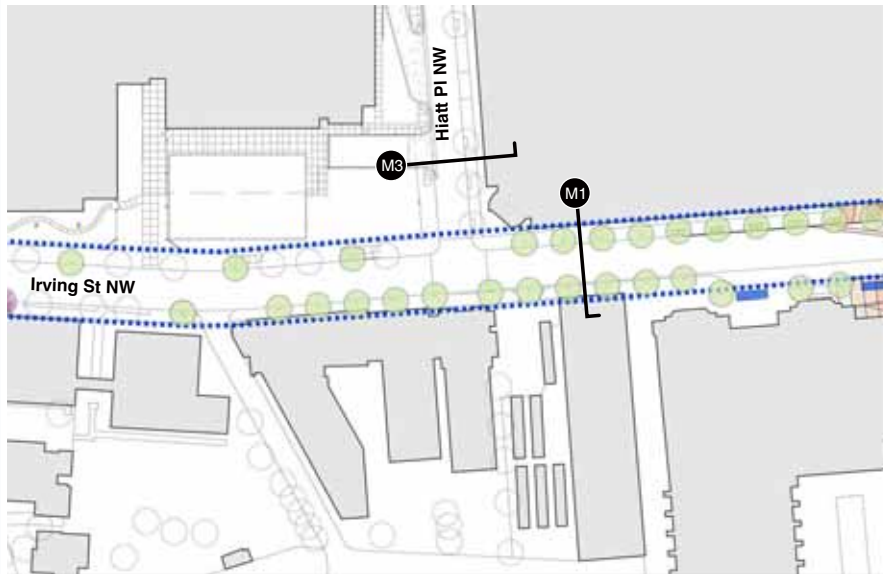
N1 13th Street NW,

- #### M3 Park Road NW,
- Expand existing Park Road R.O.W. to accommodate wider sidewalks and street trees.

R2 Holmead Place NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.



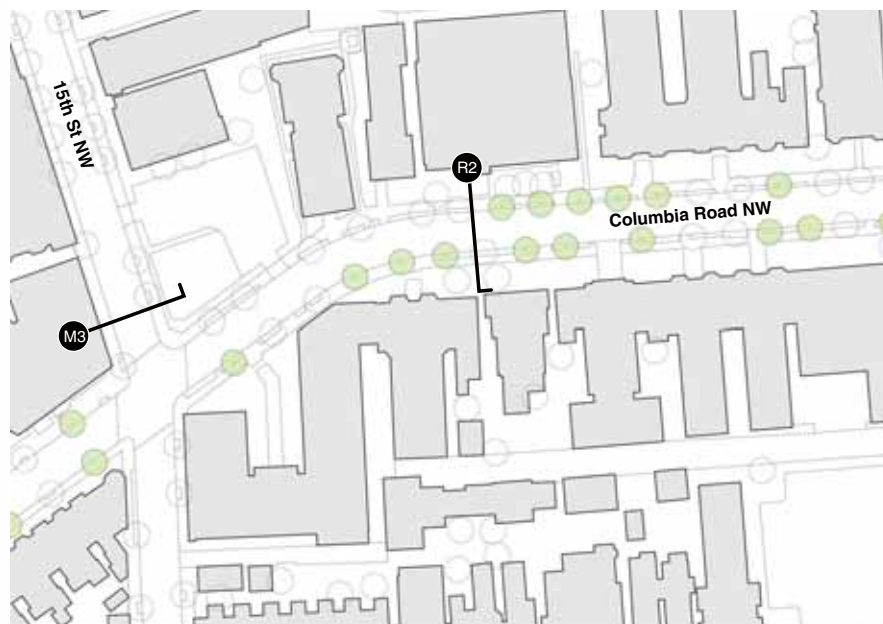


Focus Area #9

R.O.W. Improvements

- M3 Hiatt Place NW,
- M1 Irving Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.



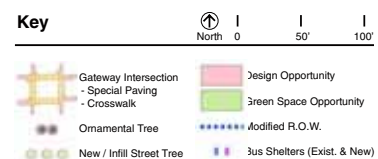
Focus Area #10

R.O.W. Improvements

- M3 15th Street NW,
- R2 Columbia Road NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Key



Focus Area #11

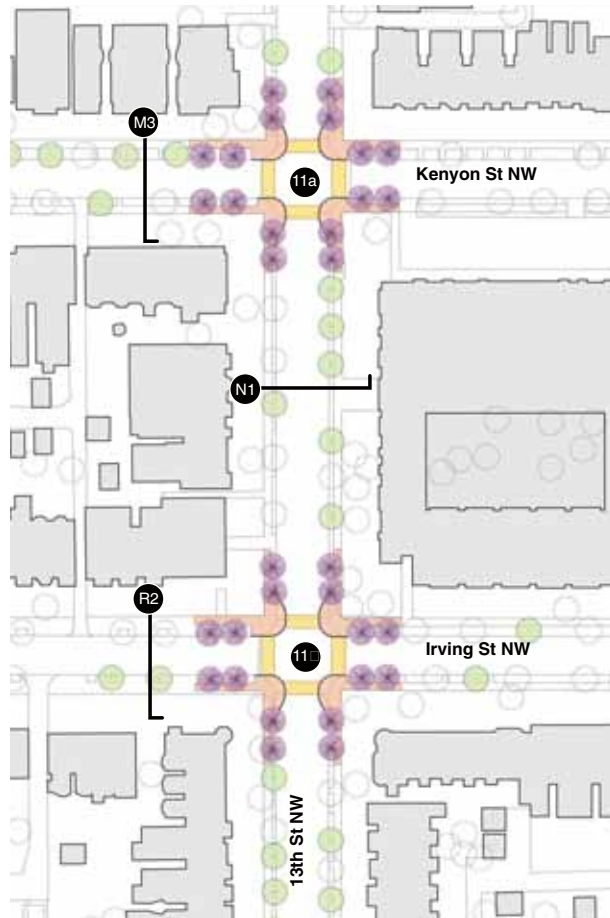
Gateway Improvements

- 11a 13th Street and Kenyon St NW,
- 11 13th Street and Irving St NW
 - Provide curb extensions with special paving
 - Define crosswalks with special pavement or marking
 - Provide ornamental trees at intersections
 - Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

- N1 13th Street NW,
- M3 Kenyon Street NW,
- R2 Irving Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.



Focus Area #12

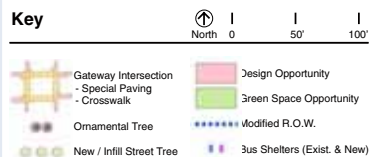
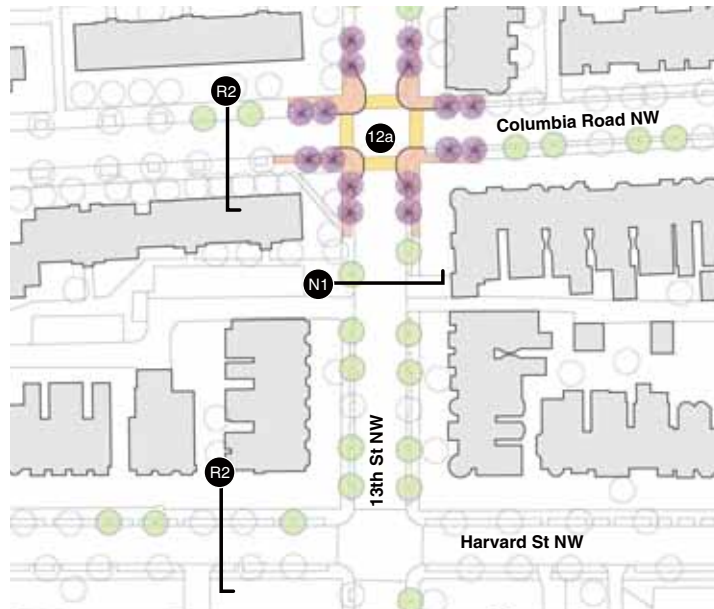
Gateway Improvements

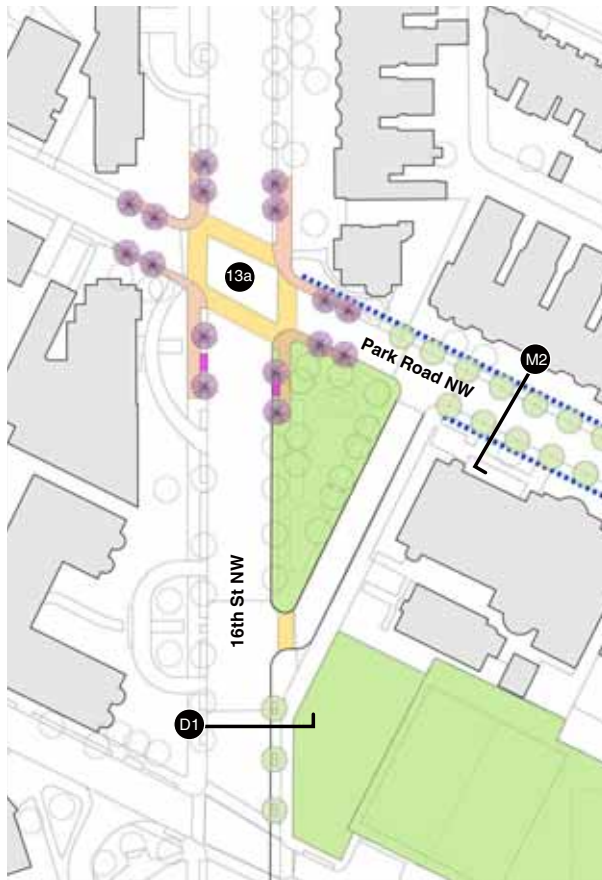
- 12a 13th Street and Kenyon St NW
 - Provide curb extensions with special paving
 - Define crosswalks with special pavement or marking
 - Provide ornamental trees at intersections
 - Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

- N1 13th Street NW,
- R2 Columbia Road NW, Harvard St NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.





Focus Area #13

Gateway Improvements

13a 16th Street and Park Road

- Provide special paving at intersection sidewalks
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

D1 16th Street NW,

M1 Park Road NW

- Expand existing Park Road R.O.W. to accommodate wider sidewalks and street trees.

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.



Focus Area #14

Gateway Improvements

14a 16th Street and Irving Street

- Provide special paving at intersection sidewalks
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

D1 16th Street NW,

M1 Irving Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

14. Parcels at 15th Street NW Intersection

- Coordinate closure of 15th Street north of Irving St. with gateway development
- Improve landscape, lighting, paving and public art.

Focus Area #15

Gateway Improvements

15a 16th Street, Columbia Road and Harvard Street

- Provide special paving at intersection sidewalks
- Define crosswalks with special pavement or marking
- Incorporate landscaping and public art at concrete medians along 16th St. NW.
- Provide ornamental trees at intersections
- Add lighting, trash receptacles and benches at intersection.

R.O.W. Improvements

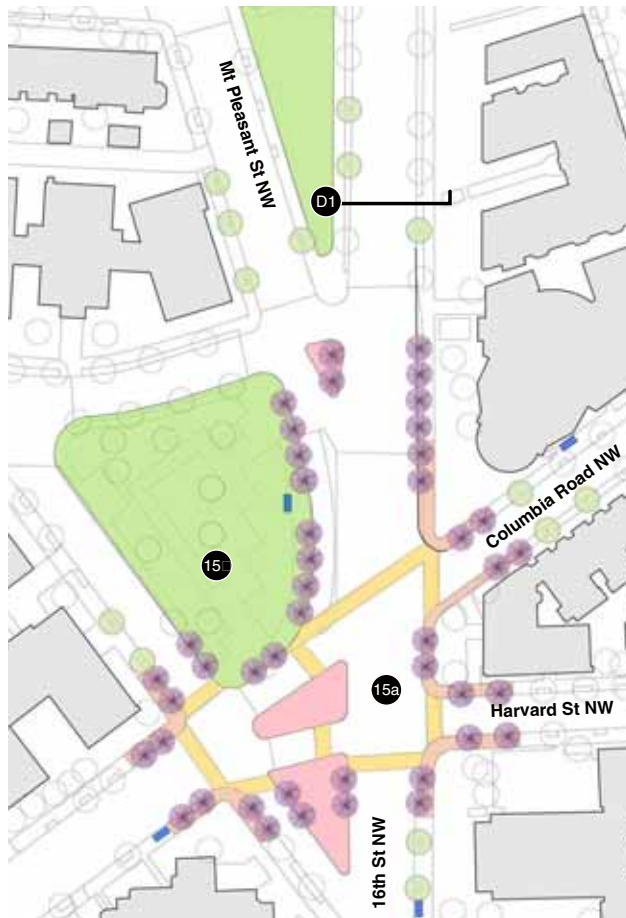
D1 16th Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

15 Park

- Improvements to the park should include enhanced landscaping, seating, lighting and development of a significant public art feature.



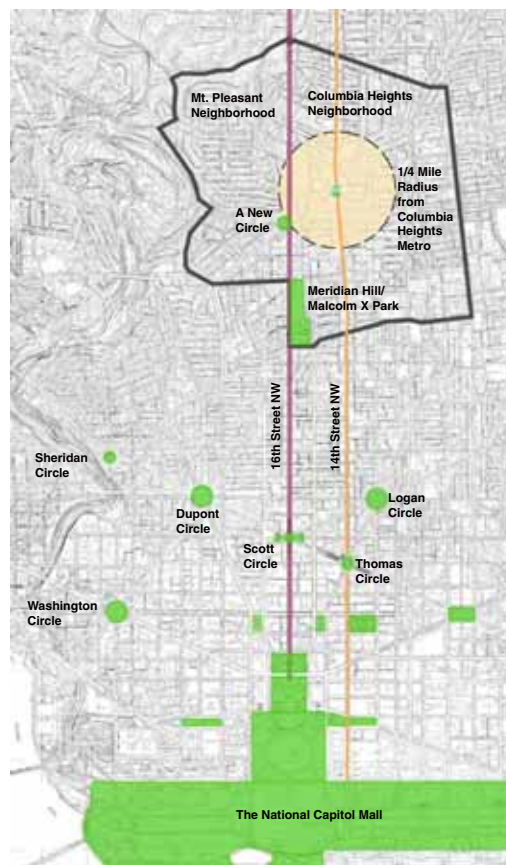
Focus Area #15

Long Range Improvements

Improve Mt. Pleasant and Columbia Heights neighborhood connections by making significant pedestrian and vehicular traffic improvements at the park adjacent to 16th St NW.

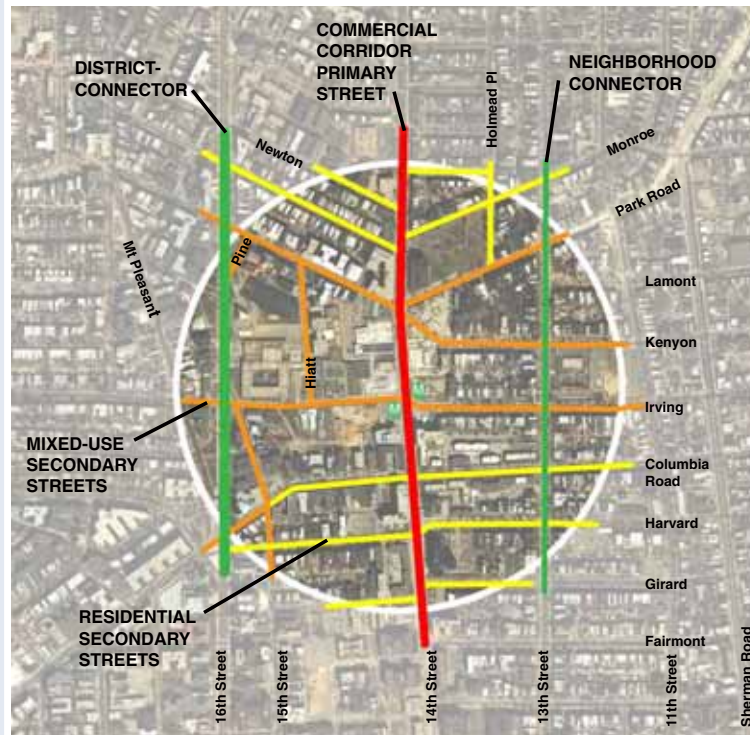
Improvements to the park should consider opportunity to extend the historic L'Enfant plan north on 16th by developing a traffic circle / tunnel. The new circle would be similar in size to Thomas Circle.

Improvements to the park should include enhanced landscaping, seating, lighting and development of a significant public art feature.



Street Character Framework and Prototypes

The following pages illustrate the recommended designs for each street right-of-way in the neighborhood. The designs are arranged by a hierarchy of street character and scale, from the 14th Street Commercial Core Primary Street – in sequence – to the Secondary Mixed Use and Residential Streets. The recommended streetscape design of each street are presented as 'Street Prototypes' which use a typical curbside condition of each street type to illustrate the standard.



Sidewalk Zones

The sidewalk zones, summarized below and illustrated to the right, recommend the preferred dimensions for each sidewalk based on street type and adjacent uses.

Building Frontage Zone (BFZ):

Area of sidewalk directly abutting buildings and accommodates cafe tables, building entries and minor building projections such as meters and downspouts.

Dimensions: Varies by Street R.O.W. and Building Setback

Through Pedestrian Zone (TPZ):

Space for through-pedestrian traffic, unencumbered by any obstructions.

Dimensions: Commercial Streets - Minimum 10' Recommended
Mixed-Use Streets - Minimum 9' Recommended
Residential Streets - 5' to 6'

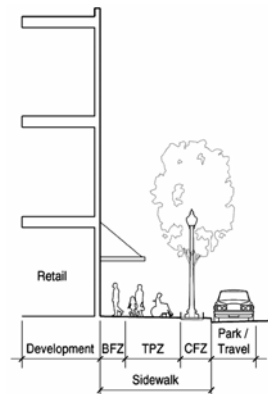
Curb & Furnishing Zone (CFZ):

Space for furnishings including landscape, signage, lighting, furniture, transit facilities, and special elements, includes width of curb and may include clear space for pedestrian access to transit or on-street parking.

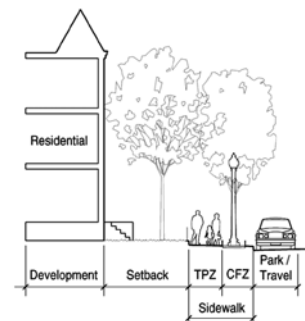
Pervious treatment is recommended in furnishing zone at tree wells and may include grass, groundcover or sand-set, pervious pavers. Rigid pavement can be used in limited areas with intense pedestrian use. All permanent vertical objects should be set back 18 inches minimum from the face of curb.

Dimensions: Tree Well - 4' Minimum Width
Curb with Pedestrian Access - 1'-6"
CFZ - Minimum 6' Recommended

Typical Sidewalk Zones



Street with Adjacent Commercial Uses



Street with Adjacent Residential Uses

C1 Commercial Core Primary Street

14th St. NW (Core Area, between Irving and Monroe)



Key Plan

Sidewalk Treatment

Type: Special Paving - Refer to Civic Plaza section for scoring pattern

Street Tree

Species: Pin Oak - Replace / infill with species to be verified with City horticulturalist
Spacing: 40' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting

Type: Single Globe No. 18
(Replace existing Cobra Head)
Color: Custom
Spacing: 40' on center typical
Pattern: Opposite across street

Bus Shelter

Type: Custom

Bench

Type: City Standard
Location: Intersections

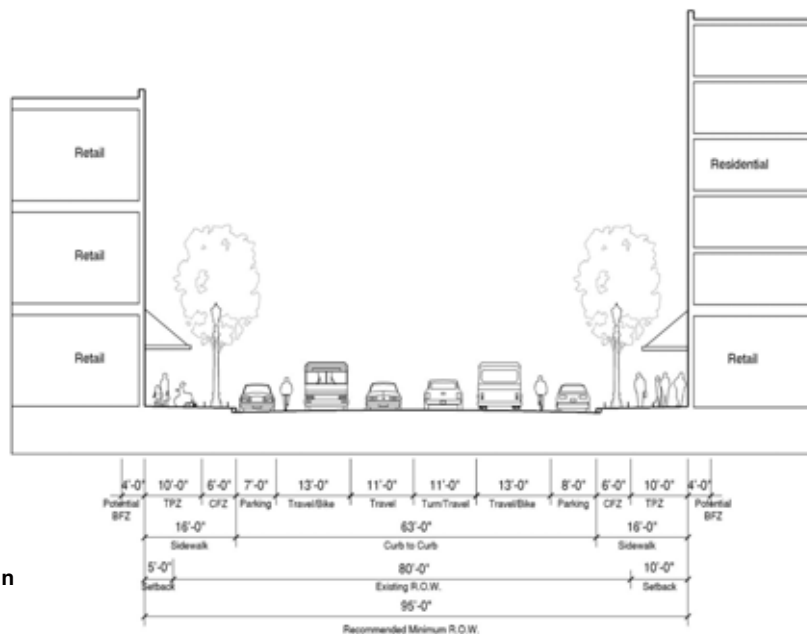
Trash Receptacle

Type: City Standard
Location: 4 per block face, minimum
Color: Custom
Plaque: Custom

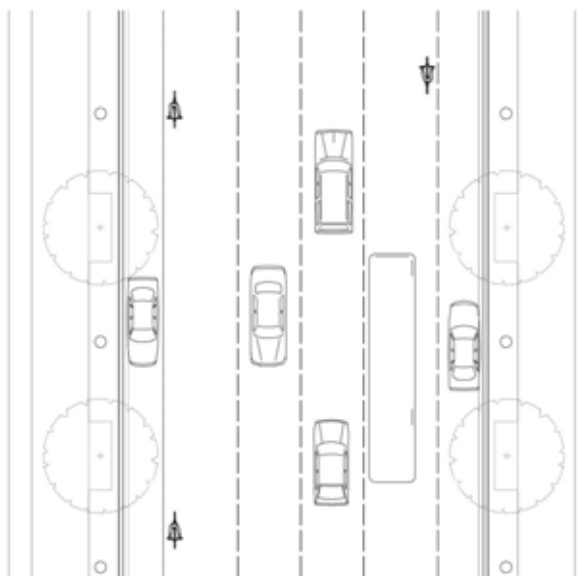
Bicycle Storage

Rack: City Standard
Locker: Metro Standard

Refer to "Streetscape Furnishing" section for additional information.



Typical Section



Typical Plan

C2 Commercial Core Primary Street

14th St. NW (north and south of Core area)

Sidewalk Treatment

Type: Scored Concrete, 3' x 3' Typ.

Street Tree

Species: Pin Oak - Replace / infill with species to be verified with City horticulturalist

Spacing: 30'-50' on center

Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting

Type: Single Globe No. 18
(Replace existing Cobra Head)

Color: Custom

Spacing: 60' on center typical

Pattern: Staggered across street

Bus Shelter

Type: Custom

Bench

Type: City Standard

Location: Gateway intersections

Trash Receptacle

Type: City Standard

Location: Gateway intersections

Color: Custom

Plaque: Custom

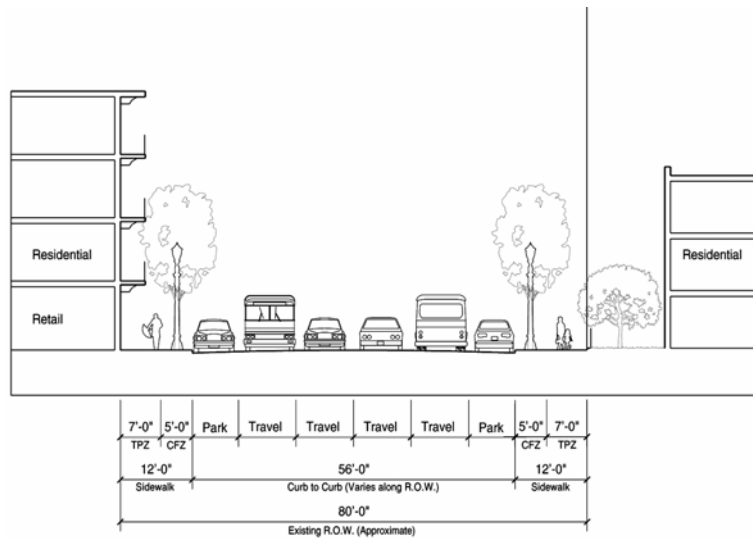
Bicycle Storage

Rack: Rack

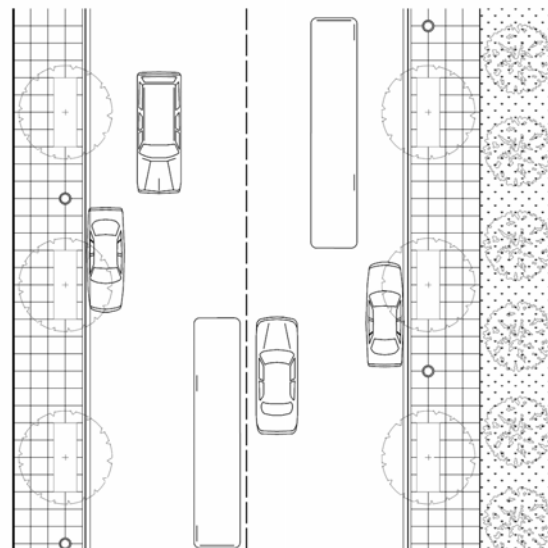
Refer to "Streetscape Furnishing" section for additional information.



Key Plan



Typical Section



Typical Plan

D1 District Connector 16th St. NW



Key Plan

Sidewalk Treatment

Type: Scored Concrete, 3' x 3' typical

Street Tree

Species: Greenspire Littleleaf Linden
Spacing: 30'-50' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting

Type: Twin-20 Globe
(Replace existing Cobra Head)
Color: Custom
Spacing: 80' on center typical
Pattern: Opposite across street

Bus Shelter

Type: City Standard

Bench

Type: City Standard
Location: Gateway intersections

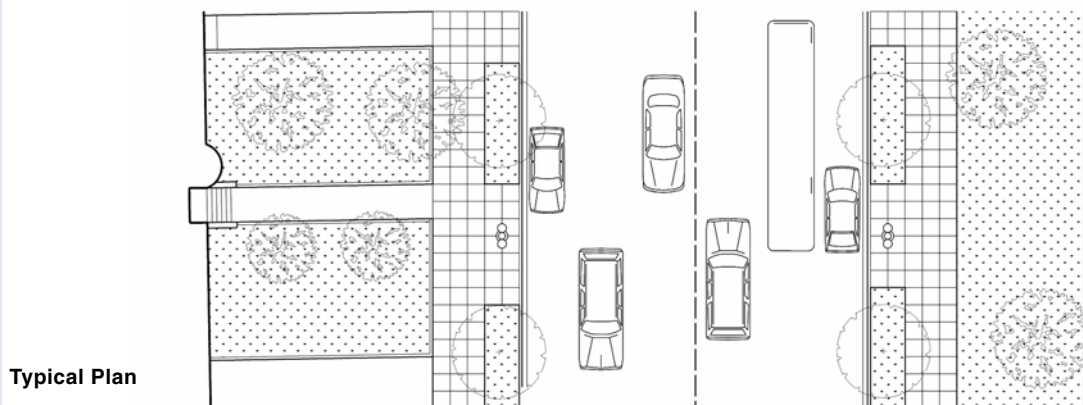
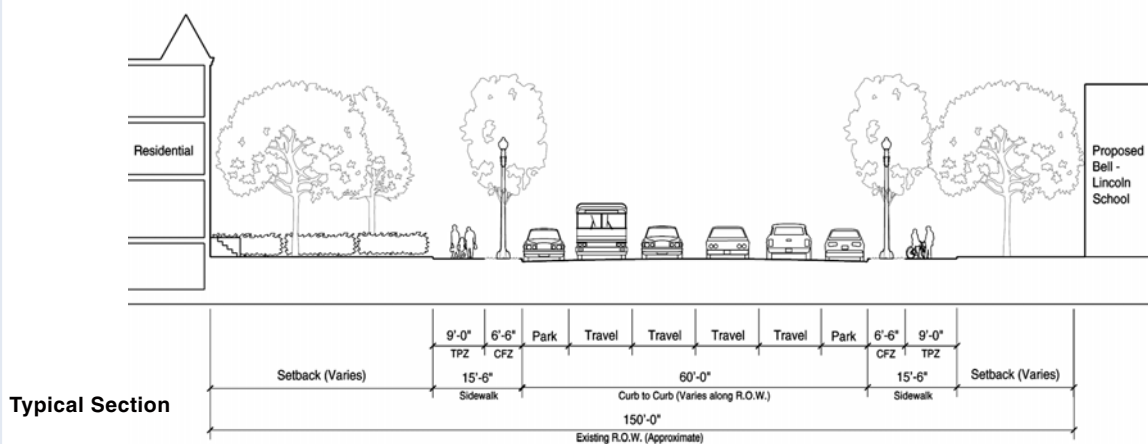
Trash Receptacle

Type: City Standard
Location: Gateway Intersections
Color: Custom
Plaque: Custom

Bicycle Storage

Rack: City Standard

Refer to "Streetscape Furnishing" section for additional information.



N1 Neighborhood Connector

13th St. NW

Sidewalk Treatment

Type: Scored Concrete, 3' x 3' typical

Street Tree

Species: Norway Maple - Replace / infill with species to be verified with City horticulturalist
Spacing: 30'-50' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting

Type: Single Globe No. 18 (Replace existing Cobra Head)
Color: Custom
Spacing: 60' on center typical
Pattern: Opposite across street

Bench

Type: City Standard
Location: Gateway Intersections

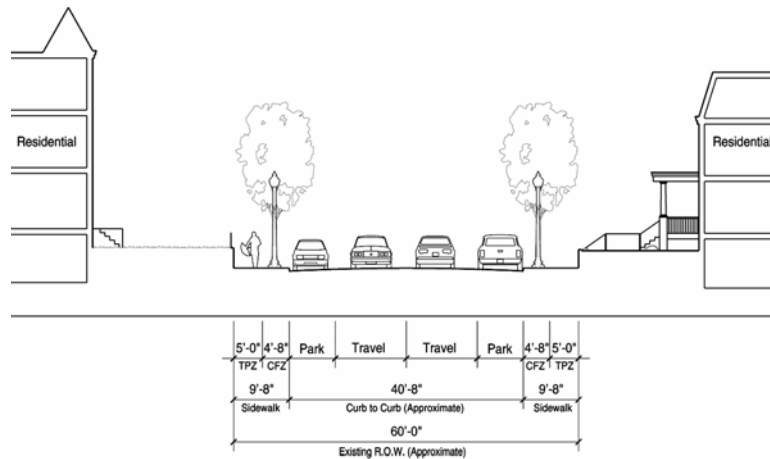
Trash Receptacle

Type: City Standard
Location: Gateway Intersections
Color: Custom
Plaque: Custom

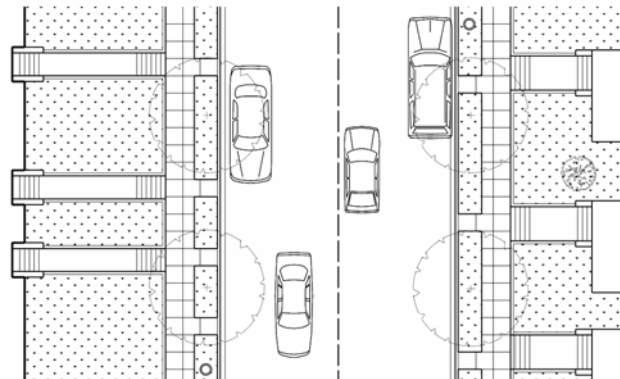
Refer to "Streetscape Furnishing" section for additional information.



Key Plan



Typical Section



Typical Plan

M1, M2 Mixed-Use Secondary Street

M1 - Irving St. NW (west of 14th Street NW)

M2 - Park Road NW (west of 14th Street NW)



Key Plan

Sidewalk Treatment

Type: Scored Concrete, 3' x 3' typical

Street Tree

Species: Irving St - Scarlet Oak
Park Road - Willow Oak

Spacing: 30'-50' on center

Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting

Type: Single Globe No. 15
(Replace existing Cobra Head)

Color: Custom

Spacing: 60' on center typical

Pattern: Staggered across street

Bench

Type: City Standard

Location: Gateway Intersections

Trash Receptacle

Type: City Standard

Location: Gateway Intersections

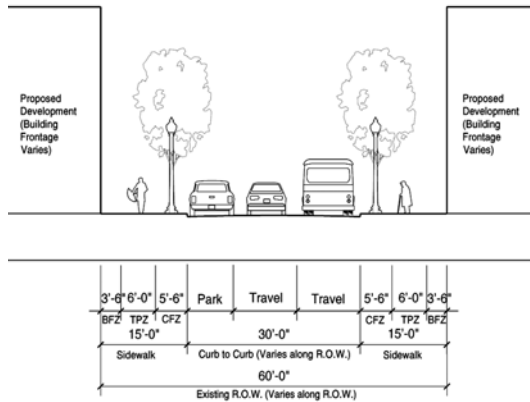
Color: Custom

Plaque: Custom

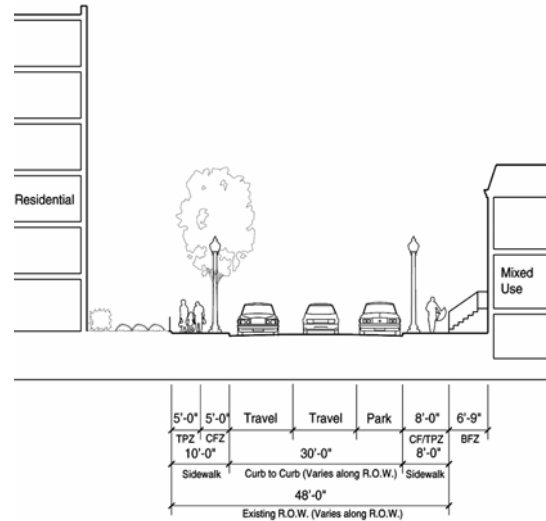
Bicycle Storage

Rack: City Standard

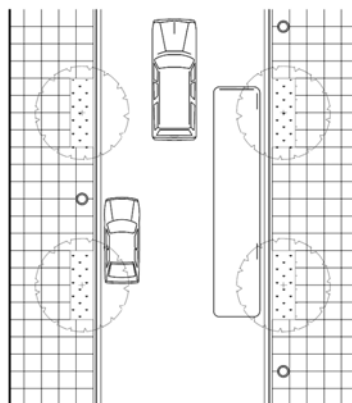
Refer to "Streetscape Furnishing" section for additional information.



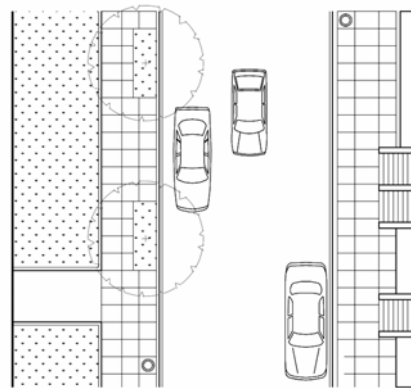
M1 - Typical Section



M2 - Typical Section



M1- Typical Plan



M2- Typical Plan

M3 Mixed-Use Secondary Street

Irving St. NW (illustrated), Park Road NW (east of 14th Street)

Columbia Road, NW, Kenyon St. NW, Hiatt Place NW, 15th St. NW, Pine St. NW

Sidewalk Treatment

Type: Scored Concrete, 3' x 3' typical

Street Tree

Species: Park Road - Willow Oak
Kenyon Street, 15th Street
- Pin Oak - Replace / infill with
species to be verified with City
horticulturalist
Hiatt Place, Pine St - Replace /
infill with species to be verified
with City horticulturalist

Spacing: 30'-50' on center

Tree Well: Minimum 4' x 10' with ground
cover, pervious paving or tree
grates where necessary

Street Lighting

Type: Single Globe No. 15
(Replace existing Cobra Head)

Color: Custom

Spacing: 60' on center typical

Pattern: Opposite across street

Bench

Type: City Standard

Location: Gateway Intersections

Trash Receptacle

Type: City Standard

Location: Gateway Intersections

Color: Custom

Plaque: Custom

Bicycle Storage

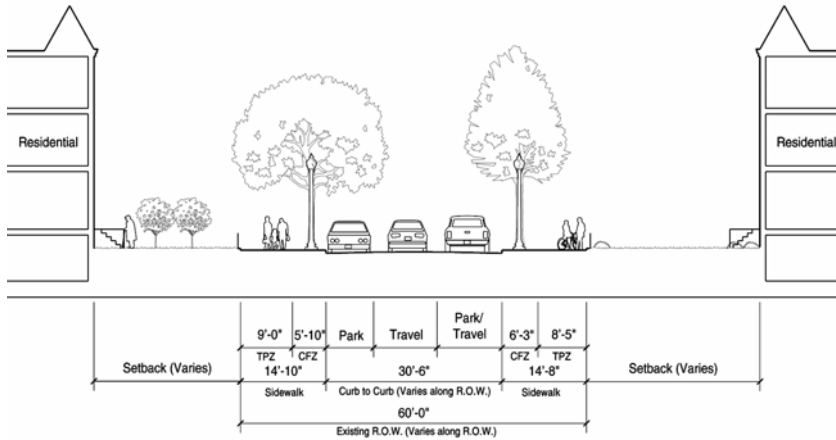
Rack: City Standard



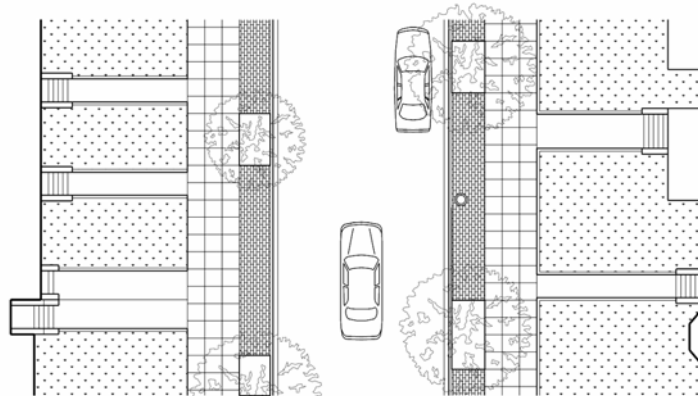
Key Plan

Refer to "Streetscape Furnishing" section
for additional information.

Typical Section



Typical Plan



R1 Residential Secondary Street

Monroe St. NW (illustrated), Newton St. NW (west of 14th)



Key Plan

Sidewalk Treatment

Type: Scored Concrete, 3' x 3' typical

Street Tree

Species: Monroe Street - London Planetree
Newton Street - Norway Maple
- Replace / infill with species to be verified with City horticulturalist

Spacing: 30'-50' on center

Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting

Type: Single Globe No. 15
(Replace existing Cobra Head)

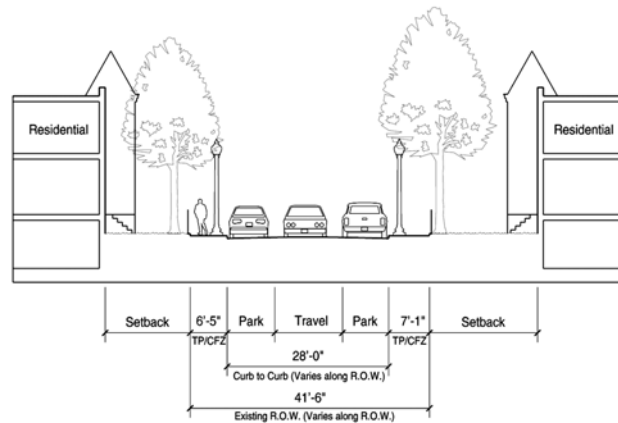
Color: Custom

Spacing: 60' on center typical

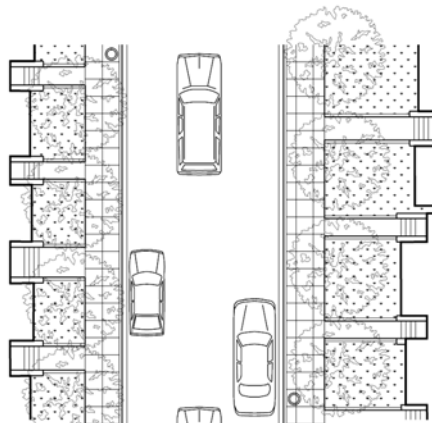
Pattern: Staggered across street

Refer to "Streetscape Furnishing" section for additional information.

Typical Section



Typical Plan



R2 Residential Secondary Street

Harvard St. NW (illustrated), Columbia Road NW, Girard St. NW
Monroe St. NW, Holmead Place NW, Newton St. NW (east of 14th)

Sidewalk Treatment

Type: Scored Concrete, 3' x 3' typical

Street Tree

Species: Columbia Road - London Planetree
Girard Street - Red Maple
Monroe Street - London Planetree
Harvard Street, Newton Street
- Pin Oak and Norway Maple,
Replace / infill with species to be
verified with City horticulturalist

Spacing: 30-50' on center

Tree Well: Minimum 4' x 10' with ground
cover, pervious paving or tree
grates where necessary

Street Lighting

Type: Single Globe No. 15
(Replace existing Cobra Head)

Color: Custom

Spacing: 60' on center typical

Pattern: Staggered across street

Bus Shelter

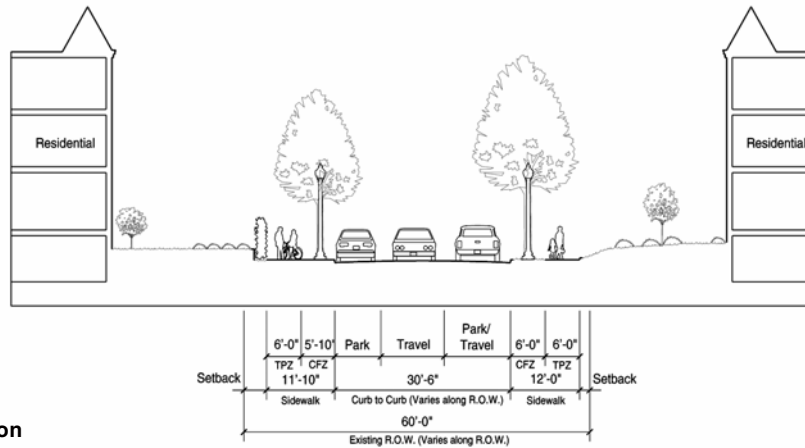
Type: Custom near 14th Street

Location: Columbia Road NW

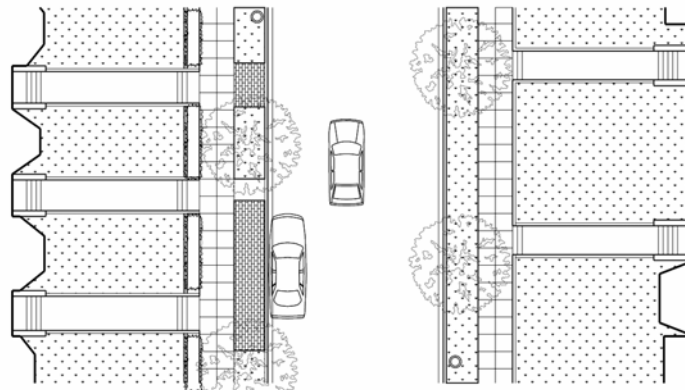
Refer to "Streetscape Furnishing" section
for additional information.



Key Plan



Typical Section



Typical Plan

Streetscape Furnishing Design

The Design of Streetscapes for Columbia Heights is derived from the signature qualities of the 'core area'. Streetscape elements include the three different scales of the standard DC ornamental street light poles, to be extended typically throughout the neighborhood, but placed at slightly more dense spacing in the 'core area'. Bench seating is selected from the DC standards. Bus Shelters are proposed to be custom-designed in the 'core area', but DC standard outside the 'core area'.

The color of the furnishings should be uniform throughout the neighborhood. The design sub-committee recommended the use of a custom color for all furnishings with a preference for a dark or forest green. Final color selection should be coordinated with the development of the Civic Plaza.



DC Standards



DC Standard - Single Globe 15, 18 and Twin 20
Note: Custom color to be used for all lights

Street Lights

Types: DC Standard
Single Globe - 15'-1" Ht.
Single Globe - 18'-1" Ht.
Twin - 20'-0" Ht.
Locations: Refer to Street Prototypes
Color: Custom

Source: Downtown DC Streetscape Plan



DC Standard -
Landscape Forms Plainwell



DC Standard -
Victor Stanley C-10

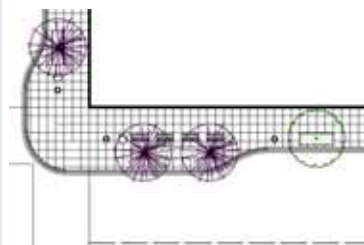


Example of bench with
custom color at area with
special paving

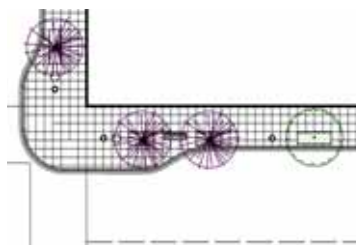
Benches

Types: Downtown DC Standard
Custom may be allowed
Locations: Gateway Intersections
Color: Custom

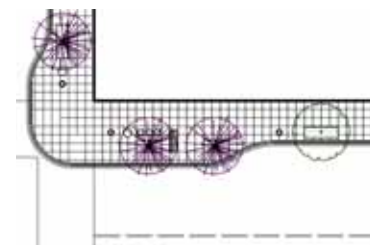
Source: Downtown DC Streetscape Plan



Recommended Bench Location -
Adjacent to Street Trees



Recommended Bench Location -
Between Street Trees



Recommended Bench Location -
Perpendicular to Street



Example of Existing Trash Receptacles



Recommended

Trash and Recycling Receptacles

Types: DC Standard
Model - Victor Stanley
Locations: Refer to Street Prototypes
Color: Custom
Plaque: Custom

Bike Racks

Types: DC Standard Posts
Custom
Locations: Refer to Street Prototypes
Color: Custom



DC Standard



Examples of Custom Racks

Bike Lockers

Types: Coordinate with Metro
Locations: Metro Entrances
Color: Custom



Metro Standard

Tree Wells & Guards

Tree Well: 4' x 10' Minimum
Tree Guard: Metal Hoops recommended
on Commercial, Connector and
High Pedestrian Activity Streets
Metal or Brick on Residential
Streets
Color: Custom in 'core area'



Examples of recommended tree well planting and guards

Newspaper Boxes

Types: Consolidated Newspaper Boxes
Locations: Metro Entrances and Gateway
Intersections - Restricted to
Furnishing Zone
Color: Custom



Existing newspaper boxes



Recommended newspaper boxes

Drinking Fountains

Locations: Civic and Metro Plaza
Type: To be determined with design of
plazas
Color: Stainless Steel or Prefinished
Metal with Custom Color



Drinking fountain example

Special Signage

Potential Types:
DC Standard Information Sign
Renovated Fire Call Station
Custom Columbia Heights Signs
Language: English, Spanish, Vietnamese

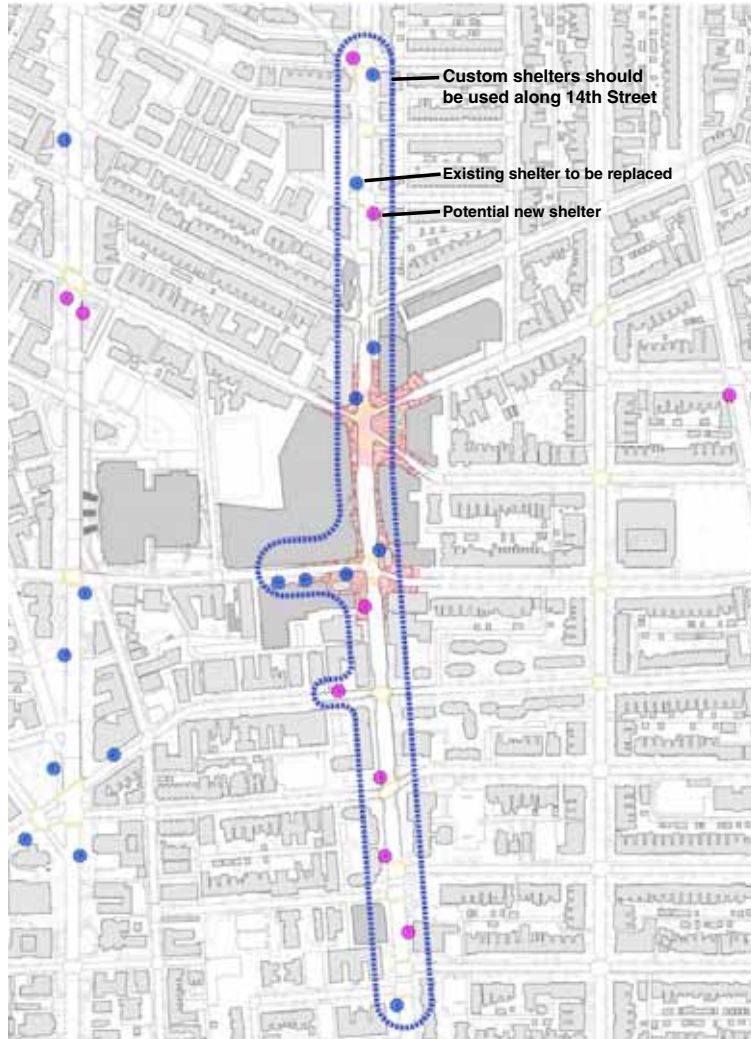


Example History Sign



Existing Fire Call Stations

Bus Shelters

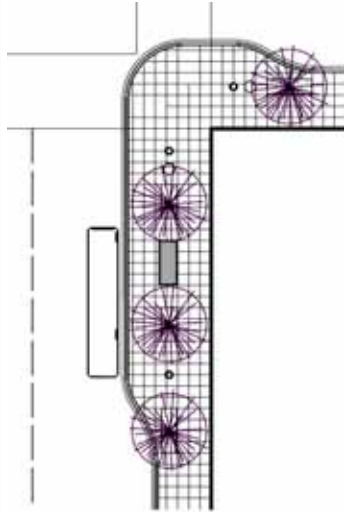


Design Criteria for Custom Shelters on 14th Street

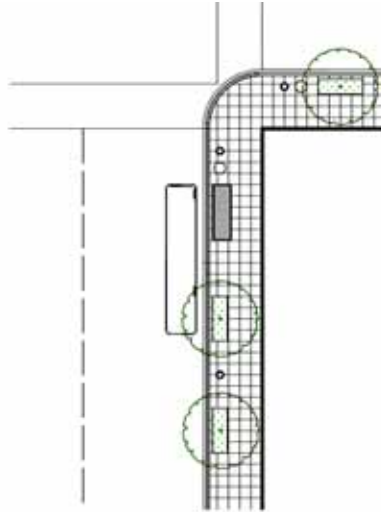
Shelters should:

- be an example of civic architecture
- be coordinated with the neighborhood color scheme
- integrate public art
- provide seating and leaning rails
- include lighting
- provide an overhead cover while maximizing access from the sidewalk
- minimize advertising
- include opportunities for neighborhood signage
- have the potential to be adapted for real-time signage

Recommendations



Recommended plan of bus shelter at curb extension



Recommended plan of bus shelter at typical curb condition



Example of potential custom shelter to be refined and installed along 14th Street which incorporates public art, leaning rails and is open to the sidewalk

Existing Shelters



Existing neighborhood bus shelter in front of the Tivoli Theater



Existing neighborhood bus shelter in front of the Metro Station



Existing downtown bus shelter - Proposed typical shelter, revised to be smaller, to be used throughout Columbia Heights at bus stops other than those along 14th St.

Public Art Framework

Background

Through an open invitation process, the DC Commission on the Arts and Humanities sought out and selected local artists to work in collaboration with Zimmer Gunsul Frasca, the DC Office of Planning, the Arts Commission, and the Project Design Sub-Committee as members of the Columbia Heights Design Team in the design of the Civic Plaza and 'core area' of the Public Realm Framework.

The offering is a two-part process which will lead to the award of one or more commissions for public art installations to be located in the heart of Columbia Heights. The goal of including artists in the design process has been to ensure that the public artworks will capture and integrate the distinct and unique character of the community and be incorporated within the Public Realm Framework.

The selection committee, including representatives from each of the groups listed above, reviewed 28 applications before selecting Jann Rosen-Queralt and Steven Weitzman, two artists with extensive backgrounds in public art commissions and design team projects.

Ms. Rosen-Queralt and Mr. Weitzman joined the Design Team in early July 2003. Over the course of their three month participation on the design team, the artists conducted research within the community to identify specific opportunities to integrate "place making" public artworks in civic spaces and streetscapes; held workshops with the Multicultural Community Service, a local youth group; met with the Design Team on numerous occasions to integrate their proposals into the Framework Plan; assisted with development of custom designs for artistic enhancements to standard streetscape elements; gave design presentations with the Design Team at public meetings and workshops; and proposed designs for site-specific artworks. Pending design approval, the DC Commission on the Arts and Humanities will fund \$100,000 of site-specific artwork.

Summary

The diagram to the right identifies the locations in the neighborhood where 'public art' should be integrated with the public realm.

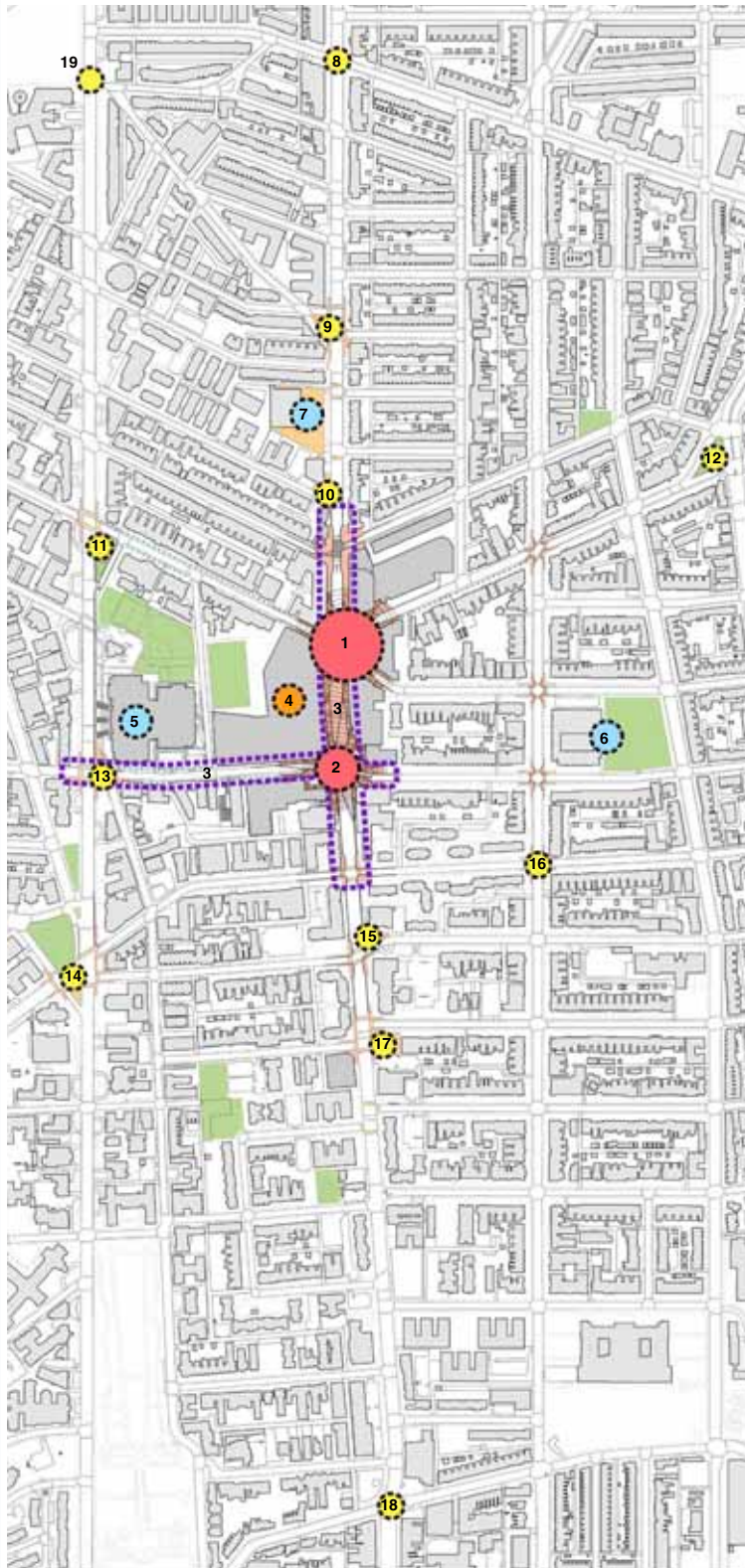
The specific art proposals are included in Appendix 1.

Jann Rosen-Queralt's proposals:

- Plaza paving pattern for the public fountain consisting of a series of maps which describe the region's watersheds and historic development
- Community portraits and masks represented in a series of interactive panels located throughout the neighborhood
- Collection of 'Community Wishes' coordinated with development of mask panels and community events
- The Columbia Heights chair would be a specially designed set of chairs for use in and around the plaza.

Steven Weitzman's proposals:

- Bollard design with relay controlled lights placed at 20' intervals on the east and/or west side of 14th Street in the furnishing zone of the sidewalk and along the plaza perimeter
- Mosaic treatment on the walls within the Civic Plaza bordering 14th Street and on the vertical walls of the lawn areas
- Tension-fabric structure design for five to nine specialty light standards for the Civic Plaza and Metro Plaza
- Lenticular wall panels incorporated into the facades of the DC USA project along 14th Street.



Public Art Framework

Plazas

- 1 Civic Plaza
- 2 Metro Station Plazas

Primary Corridor

- 3 14th Street NW and Irving Street NW

Private Development

- 4 DC-USA

Public Institutions

- 5 Bell-Lincoln School
- 6 Tubman Elementary School
- 7 Giant Store - Future Community Resource

Gateways

- 8 14th Street NW & Spring Road NW
- 9 14th Street NW & Oak Street NW
- 10 14th Street NW & Newton Street NW
- 11 16th Street NW & Park Road NW
- 12 Park Road NW & Sherman Road NW
- 13 16th Street NW & Irving Street NW
- 14 16th Street NW & Columbia Road NW
- 15 14th Street NW & Harvard Street NW
- 16 13th Street NW & Columbia Road NW
- 17 14th Street NW & Girard Street NW
- 18 14th Street NW & Florida Ave NW
- 19 16th St NW & Spring Road NW

